

COUNTRY Germany (Soviet Zone)

REPORT

TOP Brandis Airfield

25X1

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 7 July 1952

REFERENCES

PAGES 3

ENCLOSURES (NO. & TYPE)

REMARKS

1. On 7 May 1952, [redacted] a strip, about 250 meters wide, on the extension of the runway was levelled and that the largest portion of this strip was already covered with grass. West of this strip there were two rectangular piles of light-colored sand. Another similar site was located east of the runway beyond Pelenz-Leulitz road. (1)
2. The radic installation east of the field was still there. Six Soviet soldiers, who wore black-bordered pale blue epaulets and were accompanied by five police dogs, were observed nearby. (2)
3. On 19 May, there was flying at the field by aircraft [redacted] (3) Twelve MiG-15s were counted at the field. On 21 May, 16 MiG-15s were observed flying. An alert flight of four MiG-15s was parked on the east end of the runway. At night, all aircraft including the alert flight were parked in the hangars. (4) On 25 May, there was no flying at the field except for the take-off and departure of seven MiG-15s. On 26 and 27 May, there was no air activity. On 28 May, seven MiG-15s landed at the field. [redacted] On 30 May, seven MiG-15s took off successively. The first plane which rolled along a take-off run of about 800 meters was airborne after 14 seconds. It took another 6 seconds before the other six MiG-15s were airborne, so that the entire formation was aloft after 20 seconds. (5)
4. On 1 and 2 June, there was no flying except in the later afternoon when a U-2 circled the vicinity of the field at an altitude of about 80 meters. It appeared that the plane flew for guard purposes. The grass on the landing field was being mowed by farmers. At 4:30 a.m. on 3 June, [redacted] aircraft engine being warmed up. At 5:15 a.m., an Li-2 took off and made a large left curve about 10 km northwest of the field over the Brandis-Borsdorf-Engelsdorf area where a parachutist was dropped. At the first approach flight, [redacted] only one jumper. At the second approach, four jumpers jumped from an altitude of 600 to 700 meters. Of the four jumpers only the first one had one parachute, while the other three had two parachutes. The second parachute opened a short time after the parachutist leaped. The second parachute was as large as the first one, but it apparently had shorter cords. The two parachutes opened side by side. At the same time on 4 June, jumps were made from a Li-2 over the same area. Four parachutists

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each were released during three approach flights. The jumpers were partly equipped with one or two parachutes. During the morning, there was flying by a formation of four MiG-15s [redacted]

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(6)

5. At 6 a.m. on 5 June, parachute jumps were made from a Li-2 about 2 km north-west of the field. Each jumper was equipped with one parachute which opened after an interval of 3 to 4 seconds. At 6:30 a.m., the Li-2 again took off and four jumps were made over the field. The first jumper had only one parachute, while the other three had a second parachute which opened a short time later. [redacted] the three jumpers reached for their breast before the second parachute opened. (7) On the afternoon, a U-2 made low level flights in the vicinity of the landing field. Farmers were mowing grass on the landing field. Between 9:30 and 11:30 a.m. on 6 June, there was air activity at the field. Formation flights and stunt flights at high altitudes were observed. Exhaust trails emerged from the planes engaged in aerobatics. At 4:30 p.m., a U-2 flew at low level.

6. After the landings, the aircraft were towed back, or they taxied back; but no system could be identified. All MiG-15s were equipped with auxiliary fuel tanks. [redacted] soldiers swept the runway with birch brooms on the days when no flying was practiced. The farmers were strictly prohibited to strew grass on the runway while mowing or to drive on the runway when mowing the grass.

7. [redacted] On 4 and 6 June, the following aircraft were counted on the field: 3 MiG-15s in front of the hangars or near the flight control station, 4 MiG-15s parked as an alert flight, 1 Li-2, and 1 U-2. (8)

8. The radio installation with five masts was still located in the woods near Leulitz. (9) The radio truck previously observed next to the radio installation was replaced by a radio trailer without wheels. It was fitted with a telescopic antenna.

9. [redacted]

Comment

- (1) The purpose of the sand hills is not known. It is possible that the runway is scheduled to be extended to the west as far as this point. However, an eastern extension is scarcely possible because of the terrain feature.
- (2) A PKV -45 DF type station and a low frequency landing approach beacon are located east of the runway. It is believed that these installations have not been changed.
- (3) [redacted]
- (4) It is unusual that the aircraft of the alert flight are parked in the hangars at night. Possibly, the crews of the new fighter regiments are not yet prepared to engage in pursuit at night.
- (5) These precise data concerning the time required for take offs are received for the first time.
- (6) [redacted]
- (7) The parachute jumps observed probably belong to the training program of the crews of MiG-15s.

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- (8) The exact number of MiG-15s assigned to the regiment is not known. Most of the aircraft are probably parked in the hangars. The arrival of crated MiG-15s in Brandis has not been observed. However, it is believed that the new fighter regiment in Brandis was supplied with new aircraft from Koethen by air so that it is possibly equipped with about 30 MiG-15s as are the other fighter regiments. The reported status of training of the regiment agrees with previous observations made at other airfields occupied by new fighter regiments.
- (9) The radio station with five masts is a RGV-45 type LF station.

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